

Intimations.

MacEwen, Frickel & Co.
VICTORIA EXCHANGE.QUEEN'S ROAD CENTRAL,
ARE NOW LANDINGDEVON'S NON-PARALLEL KEROSENE
OIL.HITCHCOCK MECHANICAL
"NO CHIMNEY"
LAMP.

STUDENT'S LAMP.

FAIRBANK'S SCALES.

MACKENZIE & MACKENZIE'S
BISCUITS.NEW SEASON'S TEA,
in 5 or 10 Catty Boxes.YELLOW GOSHEW BUTTER,
in 5 or 10 lbs. Tins.

Condensed MILK.

CALIFORNIA PRODUCTS.

COOKING STOVES.

AGATE IRON WARE.

MILNER'S FIRE PROOF SAFES.

Do. CASH AND PAPER
BOXES.ALLEN & GENT'S
TOBACCO AND CIGARETTES.

BEER AND PORTER

in
Hogsheds.THE USUAL ASSORTMENT
of

OILMAN'S STORES,

AND

WINES,

at the lowest possible prices
FOR CASH.

MacEwen, Frickel & Co.

Hongkong, September 2, 1885. 1819

TO LET.

AT No. 55, QUEEN'S ROAD EAST:—

4 ROOMS on suite, \$40 per month.

1 SINGLE ROOM, 10 "

Unfurnished, with Cooking, Servants

and Bath accommodation.

Apply to

MacEwen, Frickel & Co.,

Victoria Exchange.

Hongkong, November 9, 1885. 1917

To-day's Advertisements.

FOR SINGAPORE, HAVRE, ROTTER-

DAM AND HAMBURG, VIA

SUZ CANAL.

The Steamship

Olympia,

Captain CHRISTIANSEN,

will be despatched for

the Ports on TUESDAY, the 17th instant,

at 5 p.m.

For Freight or Passage, apply to

SIEMSEN & Co.,

Agents.

Hongkong, November 14, 1885. 1981

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates

for NINGPO, CHEFOO, NEW-

CHANG, TIENTSIN, HANKOW and

Ports on the YANGTZE.)

The Co.'s Steamship

Ansonia,

Captain BRAGG, will be

despatched as above, on

SUNDAY, the 22nd instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, November 14, 1885. 1983

Occidental & Oriental Steam-

Ship Company.

TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED

STATES, MEXICO, CENTRAL AND

SOUTH AMERICA, AND EUROPE,

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC & OTHER CONNECTING

STEAMERS.

The Steamship OCEANIC, will be

despatched for San Francisco, via

Yokohama, on THURSDAY, the 26th

November, at 3 p.m.

Connection being made at Yokohama,

with Steamers from Shanghai and Japan

Ports.

All Parcel Packages should be marked to

address in full; and same will be received

at the Company's Office, until 5 p.m. the

day previous to sailing.

Returning Passengers, who

have paid full fare, re-embarking at San

Francisco for China or Japan (or vice versa)

within six months, will be allowed a discount

of 20% from Return Fare; if re-embarking

within one year, an allowance of 30% will

be made from Return Fare. For Freight or

Passage Orders, available for one year,

will be issued at a Discount of 25% from

Return Fare. These allowances do not apply

to through fares from China and Japan to

Europe.

Consular Invoices to accompany Cargo

destined to ports beyond San Francisco,

should be sent to the Company's Office,

addressed to the Collector of Customs, San

Francisco.

For further information as to Freight

or Passage, apply to the Agency of the

Company, No. 504, Queen's Road Central.

C. D. HARMAN,

Acting Agent.

Hongkong, November 14, 1885. 1984

To-day's Advertisements.

FOR SAIGON.

The Steamship

Hector,

Captain GRADIN, will be

despatched for the above

Port on TUESDAY, the 17th instant, in

the afternoon.

For Freight or Passage, apply to

SOY SING.

Hongkong, November 14, 1885. 1986

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP

COMPANY.

THROUGH TO NEW YORK, VIA

OVERLAND RAILWAYS, AND TOUCHING

AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF

RIO DE JANEIRO will be

despatched for San Francisco, via Yokohama,

on WEDNESDAY, the 9th December, at

3 p.m., taking Passengers and Freight for

Japan, the United States, and Europe.

Through Bills of Lading issued for trans-

portation to Yokohama and other Japan

Ports, to San Francisco, to Atlantic and

Inland Cities of the United States, via Over-

land Railways, to Havana, Trinidad, and

Demerara, and to ports in Mexico, Central

and South America, by the Company's and

connecting Steamers.

Through Passage Tickets granted to

England, France, and Germany by all

leading European Steamers, who

have paid full fare, re-embarking at San

Francisco for China or Japan (or vice versa)

within six months, will be allowed a discount

of 20% from Return Fare; if re-embarking

within one year, an allowance of 30% will

be made from Return Fare. For Freight or

Passage Orders, available for one year,

will be issued at a Discount of 25% from

Return Fare. These allowances do not apply

to through fares from China and Japan to

Europe.

Freight will be received on board until 4

p.m. the day previous to sailing. Parcel

Packages will be received at the office until

5 p.m. same day; all Parcel Packages

should be marked to address in full; value

of same is required.

Consular Invoices to accompany Cargo

destined to ports beyond San Francisco

should be sent to the Company's Office, in

San Francisco, addressed to the Collector of

Customs at San Francisco.

For further information as to Passage

and Freight, apply to the Agency of the

Company, No. 504, Queen's Road Central.

C. D. HARMAN,

Acting Agent.

Hongkong, November 14, 1885. 1988

Not Responsible for Debts.

Neither the Captain, the Agents, nor

Owners will be Responsible for

any Debt contracted by the Officers or

Crew of the following Vessels, during

their stay in Hongkong Harbour:—

B. H. STEENKAMP, German brig, Captain

Chr. Meyer. — Melchers & Co.

DARTMOUTH, British barque, Capt. Benj.

Flinton. — Melchers & Co.

ISAAC REED, American ship, Capt. E. C.

Collyer. — Order.

KILMARKEY, British steamer, Captain

H. O'Neill. — Gibb, Livingston & Co.

NANAIMO, British barque, Captain John

David. — Russell & Co.

TITAN, American ship, Capt. C. H. Allen.

— Russell & Co.

VENUSIA, Span. barque, Capt. Urisandi.

— Remedios & Co.

TOBAGO, British barque, Captain Robert

Crosbie. — Gillman & Co.

Vessels Advertised as Loading.

Destination.

Vessels.

Captains.

Agents.

Date of Loading.

Havre, &c., via Suez Canal. Olympia (s).

Kobe and Yokohama. Trais (s).

London, via Suez Canal. Patroclus (s).

London, via Suez Canal. Glenesley (s).

London, via Suez Canal. Ansonia (s).

London, via Suez Canal. Banzel (s).

London, via Suez Canal. Saghalien (s).

New York. South American. Harter (s).

Saigon. Oceanic (s).

San Francisco, via Yokohama. City of Rio de Janeiro (s).

San Francisco, via Yokohama. Palmyra (s).

Shanghai. Melbourne (s).

Shanghai, via Amoy. Antenor (s).

Singapore. Straits of Gibraltar (s).

Swatow and Bangkok. Mongkut (s).

Swatow, Amoy and Poochoo. Haiphong (s).

Sydney and Melbourne, &c. Whimpos (s).

Victoria (British Columbia). Nanaimo (s).

Yokohama and Hiogo. Banglo (s).

SHIPPING.

ARRIVALS.

November 14, 1885.

Ela, German steamer, 552, Ch. Kuchert,

Haiphong, November 10, and Hoihow 12,

General. — A. R. MARTY.

Emeralda, British steamer, 395, G. A.

Taylor, Manila, November 11, General.

— RUSSELL & Co.

Saghalien, French str., 2,580, Homery,

Shanghai, November 12, Mail and General.

— MESSAGERS MARITIMES.

Peng-chao-hai, Chinese gunboat, from

Chaoan.

Shanghai, British steamer, 1,236,

Boughton, Kutchinow, November 9, Coal.

— BUTTERFIELD & SWIRE.

DEPARTURES.

November 14.

Lido, for Whampoa.

Andreas, for Kutchinow.

Marie, for Tientsin.

Denbighshire, for Nagasaki.

Saghalien, for Yokohama and San Fco.

Nestor, for Singapore and London.

Taisan, for Singapore and Calcutta.

Gleason, for Shanghai.

Milton, for Canton.

Yangtze, for Shanghai.

CLEARED.

Arratoon Apoor, for S'pore and Calcutta.

Peng-chao-hai, Chinese gunboat, for a cruise.

— Boughton, Kutchinow, November 9, Coal.

Saghalien, for Nagasaki.

— MESSAGERS MARITIMES.

Saghalien, for Nagasaki.

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— MESSAGERS MARITIMES.

Saghalien, for Nagasaki.

frank firm for supplying the Chinese with railroads. It may be that American railroad builders will be called upon to do this work; but it is scarcely probable, so long as the English Government is represented by Sir Robert Hart. He has lately refused the position of British Minister in order to retain the position of Inspector-General of Customs. If there are any railroad contracts to be let he is not the man to allow the Americans to step in and capture them. His influence with Li Hung Chang is great, as was shown by the result of his appeal on the late war, and this would outweigh any underriding on the part of Americans. China has never been governed on the principle that the lowest bid for contract work should be accepted. There would be no perquisites for mandarins in such an arrangement.

FRAGRANT WATERS' MURMUR.

That the Police Magistrate are to be congratulated upon the determination they have shown to support the Police, and put down the growing arrogant spirit of the native rowdy class.

That it can never too frequently called to mind that the vast native population of this Island is governed by a small number of Britishers, and that firmness is always greatly needed.

That the *Bellona* case shows how inadequately our officials comprehend the requirements of trade, and how unjust it is to turn a merchant steamer into a hospital hulk wherein to brood disease.

That the public are very little the wiser after the Marine Court of Inquiry on the *Greyhound*, save that the path of duty was apparently much intercepted by bullets.

That unless something is done soon to strike terror into the hearts of the lawless, there will ere long be another catastrophe to chronicle.

That the pinnacles nests on the West Coast should be harried.

That Hongkong sympathies with the widow in her sorrow.

That it will never do to introduce race distinction in the matter of taxation and civil rights in a British Colony.

That the Peak Tramway will be a well-deserved success.

That one may make a journey from the P. & O. Office to West Point, and never meet a policeman, native or foreign.

That the Chinese might be educated up to the observance of the rules of the road, so that the growing traffic might be rendered safe.

That hawkers ought not to be allowed to obstruct the way.

That native roughs ought not to be permitted to pass ribald jests upon unprotected females, or level uncivil remarks at the maternal relatives of foreigners passing by.

That children of tender years should not be allowed to stumble among the wheels of the rapid tricycle.

That old women, aged men and small boys should be debarr'd from dawdling about in the middle of the road with their rice-bowl and chopsticks.

That the Western Prays is a perfect chaos, which requires effective regulation.

That the Junk people seem to take a delight in obstructing the way to the new wharf, and that the destruction of more floating property may therefore be looked for.

That the Insurance Companies and ship-owners will soon be agitating for a Harbour Commission.

That this may prove a grand chance for one energetic Acting Harbour-Master, to attain fame and the gratitude of merchants.

That either the Harbour-Master's staff is at present utterly inadequate to regulate the Harbour traffic, or that their hands are tied.

That the Harbour-Master does his best with the machinery at his command, but that the traffic has so enormously increased that the old system is unequal thereto.

That unless an Ordinance is passed to regulate the hire of cargo boats, the Chinese will always take advantage of a windy day, or the simultaneous arrival of several steamers from home, to put up the rates.

That 'too much pigdin', or 'too much wind' is made to rule the charges, so far as the poor foreigner can see.

That Mercantile houses do not care to prosecute while the law on the matter is uncertain, and while their competitors assure them that if they do their hongs will be taboed.

That it might be ruin to steamer agents in these days of competition to have their business stopped even for a time.

That the Guild, or some other power in the background, possesses the means of putting pressure on the cargo-boat people to suit its own ends.

That many of the cargo-boat people have relations and business in Canton.

That during the late strike this fact was taken advantage of, and that the boat people were threatened with the vengeance of the Canton mandarin by those who pulled the wires.

That during the strike a small 3000-pieul cargo-boat refused as much as \$10 for two hours' work, on the plea that the Canton authorities would punish the relatives of the crew.

That many of the cargo-boat people are in debt to the richer class of compradors and contractors, who advance them money to build boats, and that these rich men, who are the real controllers of the business, never lose a chance of furthering their own interests.

That the patriotic outcry may have been real, but that most probably the almighty dollar was at the bottom of the strike.

That the cargo-boat population is a most industrious and hard-working class, and that as much the boat people deserve fair treatment.

That they will doubtless get fair play, but that they must be made to understand that others have to live by trade besides the boat-carriers.

That the sampan people also require looking after now and again, as they have a tendency to blackmail strangers, and when a good chance offers they do not mind cheating a resident.

That coal-boats and others under contracts behaved well during the strike, and were allowed to observe the terms of their agreements.

That the mercantile instinct is very strong in John Chinaman, but that he rarely goes back on what is 'putted book.'

That the known power of the wire-pullers has prevented the formation of a foreign-owned cargo-boat company, as it would be exceedingly difficult to get natives to work the boats.

That the question of importing Japanese was at one time mooted, but was abandoned.

That these fragmentary suggestions are readily presented to the Committee about to be sitting to consider a remedy for the grievance.

That the Steam Laundry is an undoubted sanitary boon to the Colony, and that it will be a matter of much regret if it be closed.

That it cannot possibly be carried on as a charitable institution, is a self-evident fact.

That want of sufficient support seems to be the cause of the present difficulties, and not its inherent fault.

That the necessity of closing it might be got over if the native washing guild could be induced to 'lease' the works from the Company.

That the leases in such a case could not fail to reap a rich reward.

That the pacification of stewards on washing bills, etc., is one of the smallest equestrian feats by shipowners in the harbour; and that the cool squashes would make people stare were it possible to bring them home to the parties concerned.

That some of these 'ways that are mean' are now getting to be known, and that some day a reckoning will be made.

BROWNIE.

TERRIBLE TRAGEDY AT TAI-TAM-TUK.

Information which was received yesterday by the Police leaves little room for doubt that a tragedy of a very similar nature to that enacted just about a year ago at Tai-tam-tuk, when a man and woman were backed to death and their bodies dismembered by a number of the Hakka clan, as an execution of Lynch-law for alleged adultery, has taken place at the village of Tai-tam-tuk.

In this instance the cause of the horrible crime is believed to have been the same, but only the man has suffered death. The man who are believed to have been concerned in the affair, twelve or thirteen, are Hakkas, and are all members of the Sam Hop Wui, or Triad Society. The facts at present disclosed are briefly as follows:—

Information was recently given by a looking that he had heard from one of the Hakka inhabitants of Tai-tam-tuk that a man there had been put to death by a number of his clansmen, for alleged adultery with a woman of the clan, and buried on the hillside. Yesterday, as soon as the information was received, enquiries were set on foot by the Police, and from the information obtained warrants were issued for the arrest of twelve men who were believed to be concerned in the murder.

Inspectors Perry and Mackie succeeded in arresting two of the men at 5 p.m. yesterday, and Sergeant Butlin arrested another and also proceeded to the grave on the hillside at Tai-tam-tuk, where the remains of the murdered man were buried.

From the information at present obtainable concerning the tragedy it appears that the deceased man, Leung Asau, who was an earth-coolie employed on the Tai-tam Water Works, was believed to have committed adultery with Leung Aching, the wife of a head coolie, named Yan Kwei San, who lived in Queen's Road East.

Upon this becoming known to the husband and his clan, a meeting was called, and a dinner given by Li Ki Tuk, a watchman employed at Messrs Jardine Matheson & Co's, who appears to have been a prominent member of the Triad Society. At this meeting it appears to have been decided to execute summary vengeance upon the unfortunate coolie, Leung Asau, and the same night, the 27th or 28th of October, the deceased was taken outside the village of Tai-tam-tuk, and hacked to death, more than a dozen men taking part in the horrible deed. Of these, two of the principal participants, the woman's husband, Yan Kwei San, and Li Tuk, the watchman who conveyed the 'fatal' message, were brought up to the Central Station this morning, but could, or would, give no information as to where her husband had gone.

The man Lo Kwei, who gave the first information to the looking, has cleared out, and it appears a most difficult business to get any evidence in the case. The Co-roner, Mr. H. E. Woodhouse, has come to the decision, that as the body of the deceased is from Sergeant Butlin's description, too much decomposed for identification, it is useless to hold an inquest. Owing to the clamorous character of all the people concerned, and the fact that the murder was committed under the aegis of the Triad Society, the members of which are afraid for their lives to make any disclosures, there will doubtless be great difficulty experienced by the police in bringing the guilty parties to justice, but we trust that this case will not be allowed to end in a second *fiasco* such as the late Tai-tam-tuk tragedy.

Tai-tam Tuk is a small village, on the South-East part of the Island, about three miles this side of Stanley.

CRICKET.

THE HONGKONG CRICKET CLUB.

THE NORTHAMPTONSHIRE REGIMENT.

This match was continued to-day in splendid weather and upon a good, though lively wicket. The Club team, which scored 199 yesterday for four wickets, continued their innings, but owing to a great extent to a great improvement in the bowling of Messrs Graham and Smith, they did not succeed in maintaining the heavy scoring with which the innings commenced.

Mr. Foss, the popular secretary of the Club, might have made a stand and added considerably to the score, but unfortunately, almost immediately after he went to the wicket he was struck by a ball on the elbow joint, and for the time incapacitated from further action. We are happy to hear that the blow will not be likely to cause any lasting injury. Captain Maturin and Mr. C. S. Coxon added sixteen each to the score of the Club, and the innings finished for a total of 244. The Regiment, in their second innings, generally showed much better form than on the previous day, and succeeded in scoring a total of 119, to which Mr. Parlin, a most promising cricketer, contributed 35. Mr. Bramwell 22, and Mr. Graham, the bowler of the Regiment, 14. The match thus ended by a victory to the Club by an innings and 79 runs. We expect to see the Northamptonshire Regiment do much better than this after they have had a little practice, as there are undoubtedly a number of good cricketers amongst them.

The Band of the Regiment played a choice selection upon the ground during the afternoon and added much to the enjoyment of the spectators, of whom there were a good number upon, and around the ground.

Police Intelligence.

(Before E. Mackenzie, Esq.)

Saturday, Nov. 14.

THE TAI-TAM-TUK TRAGEDY.

Li Alo, 45, coolie, Lum Afuk, 24, shopman, and Liu Tin Po, 36, contractor, all from Kwaihsin, were charged with feloniously, wilfully and maliciously killing a man named Leung Asau on the 27th Oct. 1895, at Tai-tam-tuk in this Colony.

John Butlin, P.S.B., deposed:—Yesterday, the 13th Nov., in consequence of a complaint made to me, I laid information and procured twelve warrants to arrest twelve different men for the murder of Leung Asau, at Tai-tam-tuk. At 4.30 p.m. yesterday, I arrested the first defendant in a match at Tai-tam-tuk. He was then conducted to a recently-made grave on the hill side, which was opened. I found the body of a human being, greatly decomposed. The first defendant was pointed out to me as one of the men concerned in the murder.

Nicholas Perry, Inspector of Police, deposed that at 5 p.m. yesterday he arrested the second and third defendants, who were pointed out to him as two of the men concerned in the murder of Leung Asau. The case was then remanded until Friday next, at 9 p.m.

LAWYERS.

Chan Afuk, a coolie, was charged with stealing \$50, the property of his employer, Chan Kuan, a fisherman in the Central Market, on the 13th inst.

Complainant missed the money from his till, the key of which was hung up in the stall, early this morning, and also found the defendant tried to get away by the Canton Boat last evening, but as he appeared particularly anxious to avoid the police, he was arrested by P.S. Macdonald as a suspicious character and the money as to the possession of which he could not give a satisfactory account, found upon him this morning, when complainant came up to the Station to make his report, he identified the defendant as his absconding servant.

Defendant was sentenced to six months' hard labour.

ROGUES AND VAGABONDS AND DRUNKS.

Stephen Ewart, an unemployed seaman, who was found drunk and incapable in Queen's Road last night and who pleaded guilty to having no fixed place of residence, was sent to Goal for one month.

Lo Apai, a hawker, was found gambling with about twelve others at Tai-tam-tuk. Upon his arrest he was charged with the offence of being a gambler, and was fined \$1 and 50 cents respectively.

YOUNG GAMBLERS.

Cheung Ah-ching, of No. 20 Cleverly Street, appeared on a summons taken out by Inspector Perry for keeping an agency for T.T.F., and was fined \$50 or two months' hard labour.

Lo Chak Tong, of 17 Battery Road, and Chan Ah-see, of 30 Canton Street, also admitted similar charges lodged against them by Inspectors Lindsay and Staunton, and were both fined in the same amount, in default of two months' hard labour.

The six men who were arrested by Inspectors Lindsay and Staunton at 23 Upper Station Street, on the 7th inst., and, and it was believed, preparing for an attack upon a pawn shop, were brought up to-day upon a charge of being in possession of a *bandana*, which was also being ordered to find two sureties of \$25 each for their good behaviour for six months, in default to be committed. The arms found in their possession were to be confiscated.

Approaching vessels in quarantine. Chuan Sai Yan, Wan Ah-shing and Kwok Asau, boatmen, were charged with unlawfully approaching within 30 yards of a vessel in quarantine this morning.

Defendants admitted being near the steamer, but not going alongside. They were fined \$10 or one month's hard labour.

We believe the act in question was M. M. Co.'s S.S. *Shanghai*, from Shanghai, which is under quarantine for a few minutes after her arrival, as they had had a death on board from brain-fever during the voyage. The vessel was granted *passage* directly after the Health Officer boarded her.

THE BERLIN FOUNDLING HOUSE.

The following extracts from the annual report of the Berlin Foundling House, Bethesda in Hongkong for 1895 will be found of general interest. We wish the Director and his assistants every success in their good work.

Surprise has been expressed by some of our friends, that the Berlin Foundling House, which was established in 1850, has not by this time assumed far greater proportions as regards the number of children, there being at present not more than 81. This has been the average number for pretty many years past. We have never before exceeded yearly several times to refuse children who were brought to us.

The reason for this was not want of money, for, though there has been some difficulty of late to raise the necessary funds, the good God has always still been with us, and we have always been careful, not by the existence of this house to give Chinese parents the impression that they were justified in getting rid of their children, or perhaps even acquired a merit by giving them to a Foundling House.

A money-lender, Mr. Leung, in Liang, a money-lender, was very much surprised to hear a Chinese woman argue in favour of her good heart, that she already in four cases instead of killing her new-born babies had allowed them to be taken away for the foreign devils (meaning the Berlin Foundling House) to be brought up in the house is not intended to further or give an excuse for the cruel customs of putting away children, but to save those who would certainly perish without our interference. Therefore, as often as Chinese parents bring children to us, we should like to educate them, still we regard it as our duty to refuse them. For we know that they will not be allowed by the government, to throw the children away. But we should be very glad if more and more infants killed every year in Kowloon, could be saved and sent to us.

We are always glad to receive them, for the longer we are engaged in this educational work, the more we feel it is a blessing and deserving of being greatly increased.

On the other hand, it is, perhaps, better for all concerned, pupils and guardians, that the number of children in the house is not greater, for the task of those in charge of the house is just heavy enough and there is a fear that the individual family-like treatment of each child, which is one of the chief objects of the house, would be sacrificed.

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Lo Apai, a hawker, was found gambling with about twelve others at Tai-tam-tuk. Upon his arrest he was charged with the offence of being a gambler, and was fined \$1 and 50 cents respectively.

YOUNG GAMBLERS.

Cheung Ah-ching, of No. 20 Cleverly Street, appeared on a summons taken out by Inspector Perry for keeping an agency for T.T.F., and was fined \$50 or two months' hard labour.

Lo Chak Tong, of 17 Battery Road, and Chan Ah-see, of 30 Canton Street, also admitted similar charges lodged against them by Inspectors Lindsay and Staunton, and were both fined in the same amount, in default of two months' hard labour.

The six men who were arrested by Inspectors Lindsay and Staunton at 23 Upper Station Street, on the 7th inst., and, and it was believed, preparing for an attack upon a pawn shop, were brought up to-day upon a charge of being in possession of a *bandana*, which was also being ordered to find two sureties of \$25 each for their good behaviour for six months, in default to be committed. The arms found in their possession were to be confiscated.

Approaching vessels in quarantine. Chuan Sai Yan, Wan Ah-shing and Kwok Asau, boatmen, were charged with unlawfully approaching within 30 yards of a vessel in quarantine this morning.

Defendants admitted being near the steamer, but not going alongside. They were fined \$10 or one month's hard labour.

We believe the act in question was M. M. Co.'s S.S. *Shanghai*, from Shanghai, which is under quarantine for a few minutes after her arrival, as they had had a death on board from brain-fever during the voyage. The vessel was granted *passage* directly after the Health Officer boarded her.

THE BERLIN FOUNDLING HOUSE.

The following extracts from the annual report of the Berlin Foundling House, Bethesda in Hongkong for 1895 will be found of general interest. We wish the Director and his assistants every success in their good work.

Surprise has been expressed by some of our friends, that the Berlin Foundling House, which was established in 1850, has not by this time assumed far greater proportions as regards the number of children, there being at present not more than 81. This has been the average number for pretty many years past. We have never before exceeded yearly several times to refuse children who were brought to us.

The reason for this was not want of money, for, though there has been some difficulty of late to raise the necessary funds, the good God has always still been with us, and we have always been careful, not by the existence of this house to give Chinese parents the impression that they were justified in getting rid of their children, or perhaps even acquired a merit by giving them to a Foundling House.

A money-lender, Mr. Leung, in Liang, a money-lender, was very much surprised to hear a Chinese woman argue in favour of her good heart, that she already in four cases instead of killing her new-born babies had allowed them to be taken away for the foreign devils (meaning the Berlin Foundling House) to be brought up in the house is not intended to further or give an excuse for the cruel customs of putting away children, but to save those who would certainly perish without our interference. Therefore, as often as Chinese parents bring children to us, we should like to educate them, still we regard it as our duty to refuse them. For we know that they will not be allowed by the government, to throw the children away. But we should be very glad if more and more infants killed every year in Kowloon, could be saved and sent to us.

We are always glad to receive them, for the longer we are engaged in this educational work, the more we feel it is a blessing and deserving of being greatly increased.

On the other hand, it is, perhaps, better for all concerned, pupils and guardians, that the number of children in the house is not greater, for the task of those in charge of the house is just heavy enough and there is a fear that the individual family-like treatment of each child, which is one of the chief objects of the house, would be sacrificed.

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THE POPE AS A MEDIATOR.

A correspondent at Rome says that the news that Germany has proposed and that Spain has agreed to, for the purpose of settling the question of the Pope, and that Leo XIII. has accepted the office, has been as great a surprise there as the revolution in Eastern Rumania was to the whole of Europe. The Pope is exceedingly gratified by the news, and has been a constant theme in his discourses. A constant theme in his discourses has been the beneficent power which it was the duty of the Roman Pontiff to exercise as mediator between princes, and between nations and peoples. He has likewise called upon the Powers to turn to him as Vicar on earth of the Prince of Peace; and he has, finally, the all-powerful German Chancellor, the arbiter of the affairs of Europe, appeals to him to mediate between the great Protestant Empire and the most Catholic King. Well indeed may Leo XIII. be gratified. He will sit as his predecessors did in the Middle Ages to decide between two great European States; and he sees the possibility of the restoration of that power as judge in international questions which he claimed and exercised. Moreover, no higher tribute could be paid to his impartiality and sense of justice than that.

Protestant statesmen have not hesitated to invoke him in a question with the Catholic States, with which religious grounds, the Pope must feel the greater sympathy. Whichever way the Pope's decision may be given, Prince Bismarck (the same correspondent thinks) must be the gainer. Even should the decision be given against him, he will at the least be able to announce a triumph over a question, with the further advantage that he will have a still greater claim to the support of that undoubted power which the Roman Church can exercise in those Eastern and Southern States, which are of the most consequence to him. Such Liberal newspapers as have already expressed themselves on the subject are agreed in saying that this honour paid to the Pope is due solely to his being no longer a temporal Sovereign. As Berlin correspondents are of the opinion that the Pope has undertaken the task of mediation between Germany and Spain gives general satisfaction there. The press of nearly all shades of opinion, including the Ultramontane, seems glad the affair has terminated in such a manner.

THE SPANISH POST OFFICE.

MADRID, Sept. 27. The British Government does not appear to place implicit confidence in the Spanish Post Office, a Foreign Office Messenger having arrived at Madrid—the first that has been seen here for a long time. We have long known of the *gabache negro*, the black Chamber in the Post Office, where letters to and from the most important persons in the country are sent, and forwarded to their destination, retained, or destroyed as the case may be. Various occurrences would appear to indicate that the operations of this chamber are in full blast again. Steam for gunned, snuffed, and black-plumbed wires for the most part was no longer adopted to investigate public and private correspondence. The artistic letter and despatch manipulators of the present day have improved upon the science and high art displayed by their predecessors. Their mode of carrying out the business of their art is more efficient. Gum and seals are no longer tampered with, and the most careful investigator of the fastening of the envelope—in which his letters are enclosed cannot find any trace of their having been tampered with. In fact, a little examination of the bottom of the envelope, and if they did they would possibly be no wiser.

The envelope is perfect in every way. But still they have only too often proved direct or indirect, that the most confidential correspondence is known to those who ought not to know it. A knife sharper than a razor has been run along the bottom of the envelope, the correspondence extracted, read, and replaced. The artist then, with a fine needle and thread, draws a fine line of liquid cement along the opening, and the envelope is again closed, and on tearing the envelope open the last part to give way is that thus cemented. But accidents will happen when these operations are conducted on a wholesale scale, and the result is that the correspondence is not a little astonished to find inside his envelope a letter addressed to somebody else from a place and by a person to him utterly unknown. To my personal knowledge this has happened to an ex-Minister of the highest rank, and of the most undoubted loyalty. What therefore happens with letters of a lower or different category can be easily imagined. Even letters of a personage very near the Throne have not, I understand, been entirely exempt from these inquisitorial perquisitions, and above and beyond this, the number of letters which in Spain never reach their destination is a crying scandal, of which the whole nation should be ashamed. As to newspapers and telegrams, especially those to and from the provinces, they are subject to wholesale confiscation. Comment on such a state of things is superfluous, and it is with a feeling of shame that any correspondent who takes a sincere interest in the progress and prosperity of this country has to record it. I take the opportunity of a friend crossing the frontier to send the telegram, the means by which I have hitherto been able to baffle the excessive zeal of the Spanish officials in the transmission of my despatches with regard to the Caroline question being momentarily, at least, not available. As the Spanish Government may perhaps attempt to take to itself some credit for this result, it may be as well to state that its action has had no influence whatsoever in the matter. It is purely the result of an accident.—The Times.

TREATED FOR THE WRONG COMPLAINT.

It is at all times hard to lose one whom we hold dear, but it is terribly so when we have the consciousness that but for mistaken treatment the loved one might have been with us still. In some cases the fact that the sufferer is treated for the wrong complaint is known in sufficient time to permit of the patient being saved, and the following is a case in point.

A little more than two years ago, a beautiful young lady in New York was given up to die of consumption. Her fond parents took her to Paris as a last hope, and she was placed in the hands of a celebrated physician, who, after a long and fruitless struggle, was obliged to acknowledge the rapid strides of the supposed dread disease. In this their hopes were blighted, but fortunately away in that distant foreign city they met with a description of a new method of treating Dyspepsia, which emanated from the Mount Lebanon Shakers of the States of New York. The thought struck the parents of this helpless young girl that perhaps their daughter was afflicted with Indigestion or Dyspepsia, and not consumption; and if so, there might be a chance for her recovery.

Some of the Shaker's Curative Symp, was obtained and administered to the patient, and the result was marvellous. To-day their daughter lives in the enjoyment of good

health. The fact was, the patient had been treated for the wrong complaint; and when she was treated for Dyspepsia (her real trouble), all the alarming symptoms of consumption vanished. This is not an isolated case. The country is full of suffering thousands that are being treated for Liver Complaint, Malaria, Kidney Disease, Lung Disorders, &c., &c., when the fact is they are afflicted with Indigestion in some of its varied forms, and all of such sufferers would obtain relief if they were properly treated for Dyspepsia.

ANOTHER CASE IN POINT.
Crofton, Christian Co., Ky, U.S.A.,
January 8th, 1887.
"Dear Sir,—My daughter, Sarah F. Walker, last January was confined to her bed, and had been for twelve months, was under treatment of three eminent physicians, who said she had consumption and Heart Disease. The doctors and all that said she was bound to die. But I persuaded her to take your Seigel's Curative Symp, and after having used two and a half 60 ct. bottles she was restored to perfect health, and said she felt better than she had for five years. My daughter is now living and enjoying good health, but had it not been for your medicine she would have been dead.—Yours, &c., (Rev.) M. Melton.

"Anyone doubting this can write to Sarah F. Walker, Crofton, Ky.
"N.B.—If you think this worth printing, please do so; if not, give it to the waste basket."

PROFESSOR HOPKINS BY FOUR DOCTORS.
Mr. W. Bouchier, Eastover, Bridgewater, sends the following:
"West Quay, Bridgewater, 21st, 1883.
"Dear Sir,—It affords me great pleasure to add my testimony to the wonderful effects of Mother Seigel's Curative Symp. For a period of eight years I suffered from a severe cough and indigestion, with frequent attacks of rheumatism, and for several months I was under medical treatment, without deriving the slightest benefit. The last four doctors I was under assumed me to be incurable. About that time I heard of Seigel's Symp, which I was induced to try, and through its use, I am thankful to say, I quickly got restored to health, and am now able to follow my usual occupation. I may say that whenever I feel the least symptom of any old complaint I at once take a few doses of the Symp, which quickly sets me all right. I send you this in the hope that other sufferers may be induced to give the Symp a trial.—Yours truly, (Signed) Wm. Roulall."

AFTER SEVEN YEARS.
"Stoke Ferry, January 9th, 1887.
"Gentlemen,—I have used Seigel's Symp for several years, and have found it most efficacious remedy for Liver complaints and general debility, and I always keep some by me, and cannot speak too highly in its praise.—I remain, yours truly, Harriett King."

AFTER SIXTEEN YEARS.
"55, Newgate Street, Workop, Notts, December 26th, 1883.
"Gentlemen,—It is with the greatest pleasure I record my testimony as to the efficacy of Seigel's Symp. My wife, who has suffered from acute Dyspepsia for over sixteen years, is now perfectly better through the sole help of your Symp. I have spent pounds in medicines from doctors—in fact, I began to think she was incurable, until your marvellous medicine was tried.—I remain, yours truly, Alfred Ford."

Government Notification.

No. 66.
MARINE DEPARTMENT.
The following Rules regarding signalling at the Peak are published for general information.
By Command,
FREDERICK STEWART,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 17th February, 1885.

SIGNAL STATION, VICTORIA PEAK, HONGKONG.
1823 Feet above Sea Level.
1. The Union Jack will be hoisted at Signal Head when any vessel is being signalled.
2. The Commercial Code of Signals for all Nations will be used at the Station.
3. All Signals made by vessels in the Offing will be repeated.
4. When Signalling to Men-of-War in the Harbour or in the Offing, a White Ensign will be hoisted at the Flagstaff, and at the Mast Head of the Man-of-War.
5. When a Steamer or the smoke of a Steamer is sighted, the Compass Bearing at the Yard Arm, and Distance of the Mast Head, will be hoisted. If, when the vessel is made out, she is not a Mail Steamer, the Vessel's distinguishing Flag will be substituted for the Compass Signal, and it will be kept flying until the ship anchors. The Distance Signal will be kept up fifteen minutes after the Steamer is made out.
6. If the Steamer is a regular Mail Steamer a Gun will be fired, and a Ball over the English, French, or American Ensign, with the Distance off at that time, will be shown at the Mast Head. The Compass Signal will be hoisted below the Ball. The Ball and Ensign will be kept up until the vessel anchors. The Distance Signal will be kept flying for half-an-hour, and changed at each successive half hour to show the Distance off at those times. When the vessel is between Green Island and the North Point, of Hongkong the Distance Signal will be hoisted below the Ball. If the Mail Steamer is not in the Harbour when it is too dark to distinguish a red light will be exhibited at the West Yard Arm, or a green light at the East Yard Arm until she anchors.

7. River Steamers will not be signalled. The approach of other Steamers from Macao or Canton will be made known by showing the National, or House Flag and Symbol at Yard Arm.
8. If a Flag showing that an Officer of high rank is on board an incoming vessel, a similar flag will be shown above the Ball, or the Flag alone will be hoisted at the Mast Head.
9. The approach of Men-of-War and Sailing Vessels will be notified by their proper Symbols and National Colours, or House Flag, at the Quarter of the Yard, or at the Yard Arm.
Note.—The Distances of vessels will be estimated from the Peak, and will be made by means of the Numerals which are attached to the letters in the table of Flags.

H. G. THOMSON, R.N.,
Harbour Master, &c.

For Sale.

NOW ON SALE.
A CHINESE DICTIONARY
IN THE
CANTONESE DIALECT,
BY
DR. E. J. EITEL.
CHONG CHOW, PP. 1018.

HONGKONG, 1877-1883.
Part I. A-K. ... \$2.50
Part II. K-M. ... \$2.50
Part III. M-Q. ... \$3.00
Part IV. Q-Y. ... \$3.00.

A Reduction of ten per cent. will be allowed to purchasers of Ten or more copies.
This Standard Work on the Chinese Language, constructed on the basis of Kanghi's Imperial Dictionary, contains all Chinese characters in practical use, and while alphabetically arranged according to the sounds of the oldest dialect of China, the Cantonese, it gives also the Mandarin pronunciation of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, as used all over the Empire, whilst its introductory chapters serve the purpose of a philological guide to the student.

A Supplement, arranged for being bound and used by itself, and containing a List of the Radicals, an Index, and a List of Surnames, will be published and sold separately.

LANE, CRAWFORD & Co.,
Hongkong, January 15, 1885. 151

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BUDDHISM: ITS HISTORICAL,
THEORETICAL AND POPULAR
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ERNEST J. EITEL, Ph.D., Tübingen.
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COMPARATIVE CHINESE FAMILY LAW
BY E. H. PARKER.
Can be obtained from KELLY & WAHNE at Shanghai and Hongkong, at LANE, CRAWFORD & Co., Hongkong, and at the China Mail Office.

THE REPORT OF THE TRIAL OF
LOGAN AT CANTON that appeared in the
CHINA MAIL has been printed in PAM-
PHLET FORM, and is now on Sale.
Price, 30 Cents.
Hongkong, October 3, 1883.

FOR SALE.
COURSE, DISTANCE,
AND
AVERAGE SPEED TABLES,
LONDON, via THE SUEZ CANAL,
TO
INDIA, CHINA, JAPAN, &c.,
WITH
VARIOUS OTHER TABLES AND NOTES,
BY
W. A. GULLAND.

To be obtained at the
"CHINA MAIL" OFFICE,
Messrs. LANE, CRAWFORD & Co.,
FALCONER & Co.
Hongkong, September 2, 1884. 1476

Intimations.
WINTER TIME TABLE.
THE KWONGLOO FERRY.
STEAM-LANDON
MORNING STAR
Runs DAILY as a FERRY BOAT between
PATER'S Wharf and Tsing-Tse-Lai at the
following hours.—This Time Table will
take effect from the 20th October, 1885.

WEEK DAYS. SUNDAYS.
Leave K'oon. Leave H.K. Leave K'oon. Leave H.K.
6.15 A.M. 7.15 A.M. 6.15 A.M. 7.15 A.M.
8.00 " 8.50 " 8.00 " 8.50 "
9.40 " 10.15 " 9.00 " 10.15 "
10.45 " 12.30 P.M. 11.00 " 12.00 P.M.
12.45 P.M. 1.00 " 1.30 " 2.00 "
1.30 " 2.00 " 2.30 " 3.00 "
2.30 " 3.00 " 3.30 " 4.00 "
4.15 " 4.30 " 4.15 " 4.30 "
4.45 " 5.10 " 5.15 " 5.45 "
5.25 " 5.40 " 6.15 " 6.40 "
6.15 " 6.40 " 7.00 "

* There will be no Launch on Monday and Friday, on account of coaling.
The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

Mr. Andrew Wind,
News Agent, &c.,
21, PARK ROW, NEW YORK; is
authorized to receive Subscriptions,
Advertisements, &c., for the China Mail,
Overland China Mail, and China Review.

SAILOR'S HOME.
ANY Cast-off Clothing, Books, or
PAVING will be thankfully received
at the Sailor's Home, West Point.
Hongkong, July 25, 1884.

Insurances.
SINGAPORE INSURANCE COMPANY,
LIMITED.
HEAD OFFICE—SINGAPORE.

WE are prepared to GRANT POLICIES
against FIRE on usual terms at
Current Rates.
All Contributors of business, whether Share-
holders or not, are entitled to Share in the
Bonus.

ADAMSON, BELL & Co.,
Agents.
Hongkong, July, 1885. 1230

THE STRAITS INSURANCE COM-
PANY, LIMITED.

THE Undersigned having been appointed
Agents for the above Company are
prepared to GRANT POLICIES on MARINE
RISKS to all parts of the World, at current
rates.

ARNOLD, KARBBERG & Co.,
Hongkong, November 5, 1885. 655

Insurances.

THE LONDON ASSURANCE
INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—
Marine Department.

Policies at current rates, payable either
here, in London, or at the principal Ports
of India, China and Australia.

Five Department.
Policies issued for long or short periods at
current rates.

Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.,
Hongkong, July 26, 1872. 496

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.
THE Undersigned, Agents of the above
Company, are authorized to Insure
against FIRE at Current Rates.

GILMAN & Co.,
Hongkong, January 1, 1882. 14

LANCASHIRE INSURANCE
COMPANY.
(FIRE AND LIFE.)
CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Insurances will be re-
ceived, and transmitted to the Directors
for their decision.
If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNOLD, KARBBERG & Co.,
Agents, Hongkong & Canton.
Hongkong, January 4, 1887. 100

NOTICE.
QUEEN FIRE INSURANCE COM-
PANY.
THE Undersigned are prepared to accept
Risks on First Class Goodwills at 3
per cent. net premium per annum.

NORTON & Co., Agents.
Hongkong, May 19, 1881. 938

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID, PANAMA, COLON,
MEDITERRANEE AND BLACK
SEA PORTS.

NAPLES, MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
BORDEAUX, LE HAYRE, DUNKIRK,
LONDON AND ANWERP.

ON TUESDAY, the 17th November,
1885, at Noon, the Company's S.S.
SAGHALIEN, Commandant HOSWAY,
with MAILS, PASSENGERS, SPECIES,
and CARGO, will leave this Port for the
above places.

Cargo and Species will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
Noon.
Ons will be received on board until 4
p.m. Species and Parcels until 3 p.m. on
the 16th November, 1885. (Parcels are not
to be sent on board; they must be left at
the Agency's Office.)

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, November 4, 1885. 1014

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID,
MALTA, GIBRALTAR, MARSEILLES,
BRENDEN, BRENDEN, VENICE,
PLYMOUTH, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERSEAN,
GULF PORTS, MARSEILLES,
TRIESTE, HAMBURG, NEW YORK
AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
"ANCONA," Captain R. G. MURRAY, with
Her Majesty's Mail, will be despatched
from this Port for LONDON, via BOMBAY
and SUEZ CANAL, on TUESDAY, the
24th November, at 4 p.m.

Cargo will be received on board until
10 a.m. on the day of sailing.
Parcels and Species (Gold) at the Office
until 10 a.m. on the day of sailing.

Silk and Valuable Goods for Europe will be
transhipped at Colombo; Tea and General
Cargo for London will be conveyed
via Bombay without transhipment, arriving
one week later than by the ordinary direct
route via Colombo.

For further Particulars regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR & ORIENTAL STEAM NAVI-
GATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are
required to be declared prior to shipment.
Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bill of Lading.

Passengers desirous of insuring their bag-
gage can do so on application at the Com-
pany's Office.

N.B.—This Steamer takes Cargo and Pas-
sengers for MALAKKA.

A. MOUTRIE, Superintendent.
Hongkong, November 14, 1885. 1061

Hongkong Rates of Postage.

In the following Statements and Tables
the Rates are given in cents, and are for
Letters per half ounce, for Books and
Patterns, per two ounces.

Newspapers over four ounces in weight
are charged as double trouble, &c., as the
carriage fee, but such papers or packets of
papers may be sent at Book Rate. Two
Newspapers must not be folded together as
one, nor must anything whatever be inserted
except book-like Supplements. Printed
matter may, however, be enclosed, if the
whole be paid at Book Rate. Prices Current
may be paid either as Newspapers or Books.

Commercial Papers signify such papers
as, though Written by Hand, do not bear
the character of an actual or personal cor-
respondence, such as invoices, receipts, copied
warrants, &c. The charge on them is the same
as for books, but, whatever the weight of a
packet containing any partially written
paper, it will not be charged less than 5 cents.

The sender of a Registered Article for
a Union Country may accompany it with a
Return Receipt on paying an extra fee of 6 cents.

The limit of weight for Books and Com-
mercial Papers to Foreign Post Offices is
4 lbs. Patterns for such offices are limited
to 3 ounces, and are not to exceed these
dimensions: 8 inches by 4 inches by 2
inches.

Countries of the Postal Union.
The Union may be taken to comprise all
civilized countries except the Australasian
and Cape Colonies.

Postage to Union Countries.
General Rates, by any route:
Letters, 10 cents per 1/2 oz.
Postcards, 5 cents each.
Newspapers, 10 cents.
Books, Patterns and 2 cents per 2 oz.

There is no charge on redirected corre-
spondence within the Postal Union.

Postage to Non-Union Countries.
Australia, New Zealand, Tasmania, and
Fiji, via Torres Straits, 10 Cents.
Registration, 10; Newspapers, 2; Books and
Patterns, 2.
S. African Colonies—Letters, 25; Re-
gistration, 10; Newspapers, 6; Books and
Patterns, 5.

LOCAL POSTAGE.
General Local Rates for Hongkong,
Macao, China, Japan, Siam direct (S),
Cochin-China, Tonquin, and the Philip-
pines:—
Letters per 1/2 oz., 5 cents (S).
Post Cards, each, 1 cent.
Books, Patterns and Patterns, per 2 oz.,
2 cents.

Newspapers and Prices Current, each, 2
cents.
Registration, 10 cents.

(S) Via Singapore, 10 cents.
(S) Between Hongkong, Canton, and Macao
2 cents.

Local Delivery.
1. All correspondence posted before 5
p.m. on any week day for addresses in
Victoria will be delivered the same day,
and generally within two hours, unless the
delivery should be retarded by the Contract
Mail.

2. Invitations, &c., can generally be
delivered within Victoria at the private
houses of the addressees rather than at
places of business, if a wish to that effect
be expressed by the sender, otherwise all
correspondence is invariably delivered at
the nearest place of business.

3. Boxholders who desire to send Circu-
lars, Dividend Warrants, Invitations, Cards,
&c., of all the same weight, to addresses in
Hongkong, Bangkok, or the Ports of
China, may deliver them to the Post
Office unattended, the postage being then
charged to the sender's account. Each
batch must consist of at least ten.

4. Boxholders may also send Patterns to
the same places in the same way. En-
velopes containing Patterns may be wholly
closed, if the nature of the contents be first
exhibited or stated to the Postmaster
General, as he may consider necessary, and
approved by him. Printed Circulars may
be inserted in such Pattern Packets.

The Post Office declines all responsibility
for Unattended Letters containing Bank
Notes, Coins, or Jewellery, and where Re-
gistration has been neglected, WILL MAKE
NO ENQUIRIES into alleged losses of such
letters.

Period Post to the United Kingdom.
Parcels not exceeding 7 lbs. in weight
are received in Hongkong and at British
Post Offices in China, for transmission to
the United Kingdom by P. & O. Packet
via Gibraltar. No parcel is sent with the
Overland Mail via Brindisi. Parcels there-
fore arrive in London on eight days later
than the Mail. Parcels may be sealed, but
if they are not sealed, even though sealed, is liable to
be opened for examination.

Parcels must be posted in Hongkong
before 3 p.m. on the day before the depar-
ture of the Mail. Those arriving from the
Continent, &c., after this hour are kept for the
following P. & O. Mail.

The Postage is 55 cents per lb., which
includes Registration fee, and must be pre-
paid in stamps. No further charge is made
in the United Kingdom except for Customs
duty. No parcel must be more than 3 feet 6
inches in length, 16 1/2 inches in greatest length
and girth combined. A receipt is given for
each Parcel.

The sender must fill up a form of Customs
Declaration, which can be obtained free at
each Post Office. No parcel can be accept-
ed till this is completely and accurately
filled. The only articles ordinarily sent
from China which are liable to duty are
Tea, Tobacco, and Gold and Silver plate.

Dangerous or perishable goods, articles
likely to injure the Mails, Liquids (unless
securely packed) or parcels easily crushed,
such as hard boxes, prohibited. No Parcel
can be received if its value exceeds \$200.
A Parcel may contain a letter to the name
address as that of the Parcel itself, or an-
other Parcel to the same address. The Post
Office accepts no responsibility beyond the
ordinary compensation of \$10 in case of the
loss of a Registered article. Parcels are
not forwarded in the Mail bags, but are
packed in boxes.

With regard to inward Parcels, addressees
are requested to observe that they will not,
for the present, be dealt with at all, nor
will the Parcel Mail be opened until the
ordinary distribution of letters, &c., is
finished. The postage on Parcels at home
is 10d. per lb., the Regulations are gener-
ally similar to the above, and the Parcels
will be sent out via Gibraltar.

Indemnity for the Loss of a Registered Article.
The Post Office is not legally responsible
for the safe delivery of Registered correspon-
dence, but it is prepared to make good the
contents of such correspondence lost while
passing through the Post, to the extent of
\$10, in certain cases, provided:—
1. That the sender duly observed all the
conditions of Registration required.
2. That the letter was securely enclosed
in a reasonably strong envelope.
3. That application was made to the
Postmaster-General of Hongkong immedi-
ately the loss was discovered, the envelope
being invariably forwarded with such applica-
tion unless it also is lost.

4. That the Postmaster-General in satis-
faction that the loss occurred whilst the cor-
respondence was in the custody of the British
Postal administration in China; that it was
not caused by any fault on the part of the
sender, by destruction by fire, or shipwreck,
nor by the dishonesty or negligence of any
person not in the employment of the
Hongkong Post Office.

5. No compensation can be paid for mere
damage to fragile articles such as portraits,
watches, handkerchiefs, button boxes, &c.,
which reach their destination, although in a
broken or deteriorated condition.

Misled or Delayed Correspondence.
When correspondence has been misbrought
or delayed (both of which are liable to
happen occasionally) all that the addressee
need do is to note on the cover, Sent to
—, or Received at 7 p.m., or as the case
may be, and forward it, without any other
writing whatever, to the Postmaster-
General, who should be able to find out in a
time course of complaint occur; it is a
mistake to let such matters pass for fear of
giving trouble, a course which generally
gives more trouble in the end.

Chair, Jinricksha, and Boat
Hire.
UNPAID TARIFF OF FARES FOR CHAIRS,
CHAIR CARRIAGES, AND BOATS,
IN THE COLONY OF HONGKONG.

Chairs.
Half hour, ... 10 cts.
One hour, ... 20 cts.
Three hours, ... 60 cts.
Six hours, ... 70 cts.
Day (from 6 to 6), One Dollar.

TO VICTORIA TRAIL.
Single Trip. Return Direct.
Four Coolies, \$2.00 Four Coolies, \$2.50
Three Coolies, 1.60 Three Coolies, 2.00
Two Coolies, 1.30 Two Coolies, 1.60

By Pok-fu-Lam. By Aberdeen, Shortest
Four Coolies, \$2.00 Four Coolies, \$2.50
Three Coolies, 1.60 Three Coolies, 2.00
Two Coolies, 1.30 Two Coolies, 1.60

By Wan-shan Gap. By Aberdeen, Shortest
Four Coolies, \$2.00 Four Coolies, \$2.50
Three Coolies, 1.60 Three Coolies, 2.0